

Integrated Road, Watermain and Sewer Project on Jeffrey, Braemar, Kilbarry, Arundel, Farnham and Finter in Manor Park and Pedestrian Connectivity

Meeting with the Executive Members of the Manor Park
Community Association, Councilor King, City of Ottawa
Transportation Planning and Infrastructure, Water and
Sewer Department Staff on April 23, 2025



Overview of the Integrated Road Water and Sewer Project in Manor Park



Integrated Road Water and Sewer Project in Manor Park

> Pedestrian facilities in larger area (red dot is current project site)



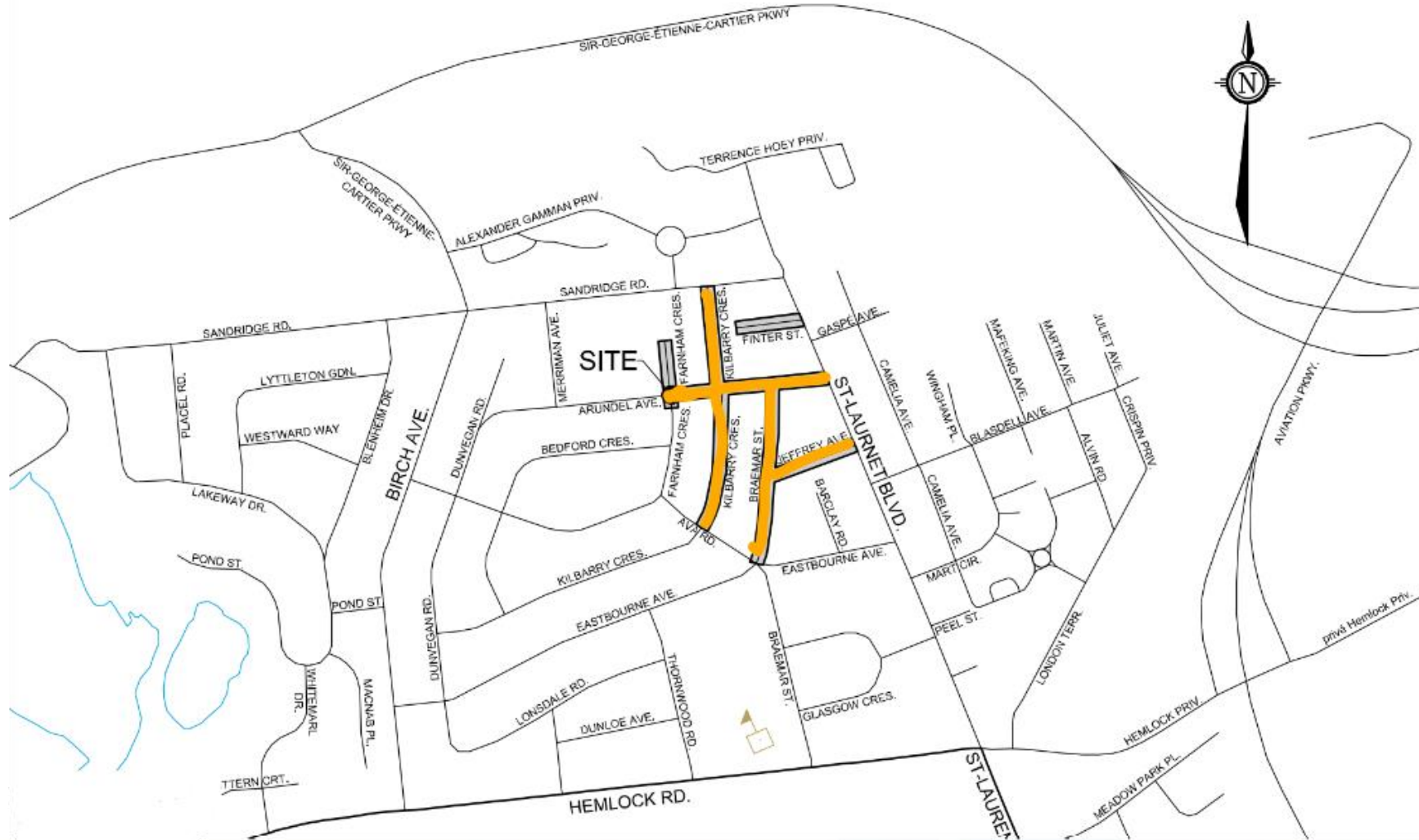
Integrated Road Water and Sewer Project in Manor Park

> Existing pedestrian facilities in Manor Park



Integrated Road Water and Sewer Project in Manor Park

> Proposed project pedestrian facilities



Integrated Road Water and Sewer Project in Manor Park

- > Proposed overall pedestrian facilities post construction



Integrated Road Water and Sewer Project in Manor Park

> Previous construction on Birch Street with similar sidewalks as proposed



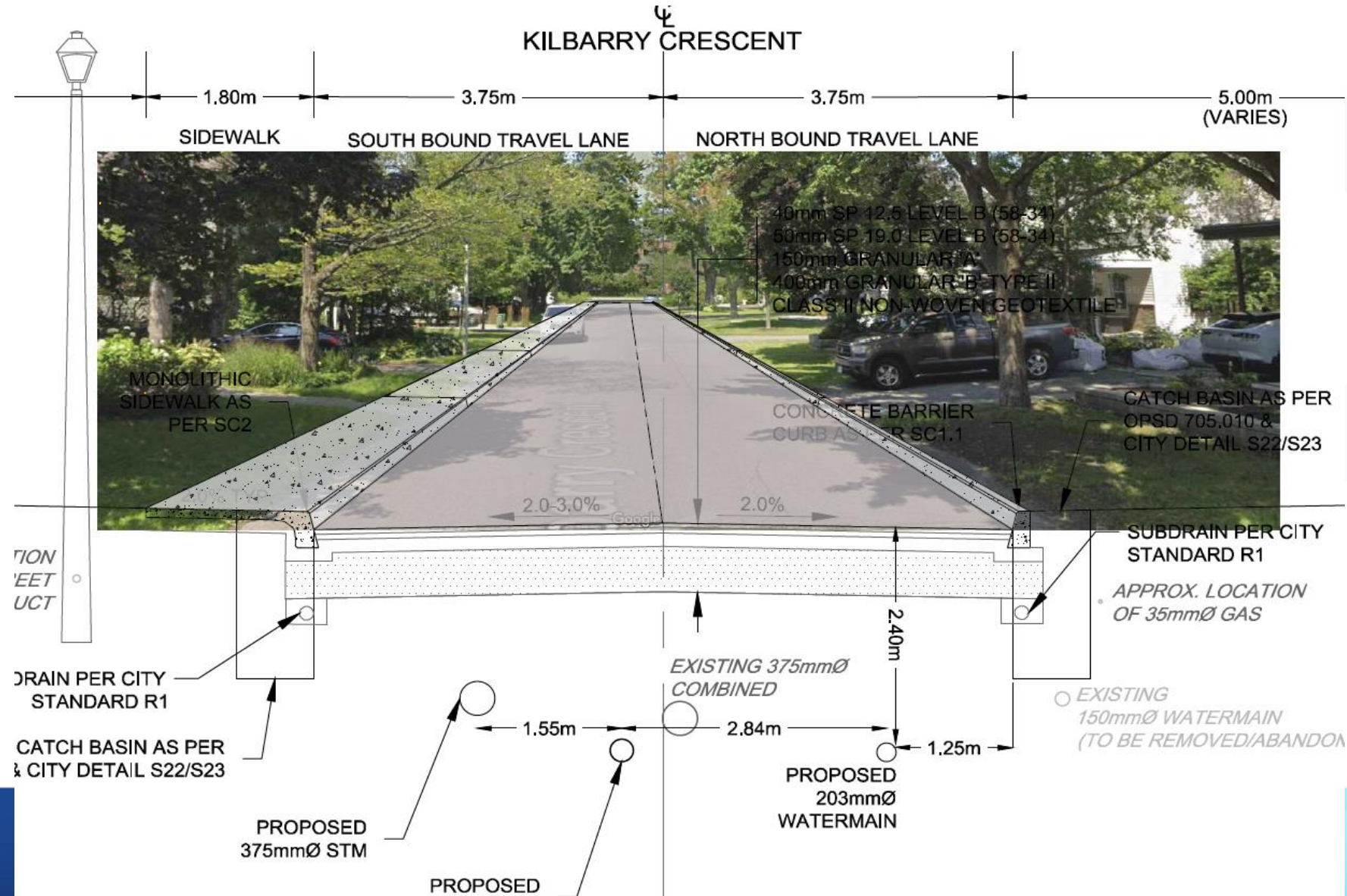
Integrated Road Water and Sewer Project in Manor Park

> existing typical conditions pre-construction



Integrated Road Water and Sewer Project in Manor Park

> example of proposed surface design elements



Integrated Road Water and Sewer Project in Manor Park

> existing storm and sanitary separated system (low reconstruction priority)

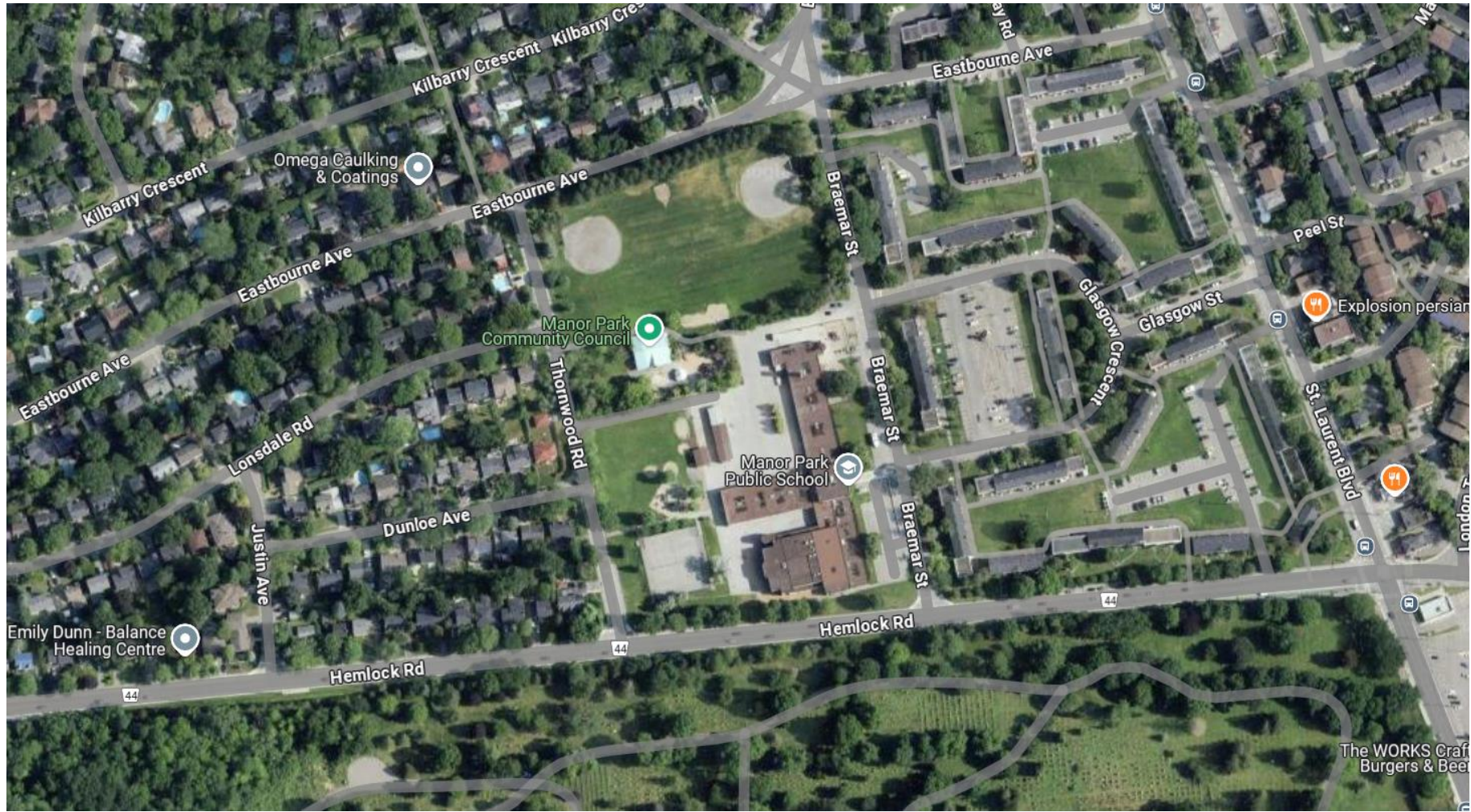


Integrated Road Water and Sewer Project in Manor Park

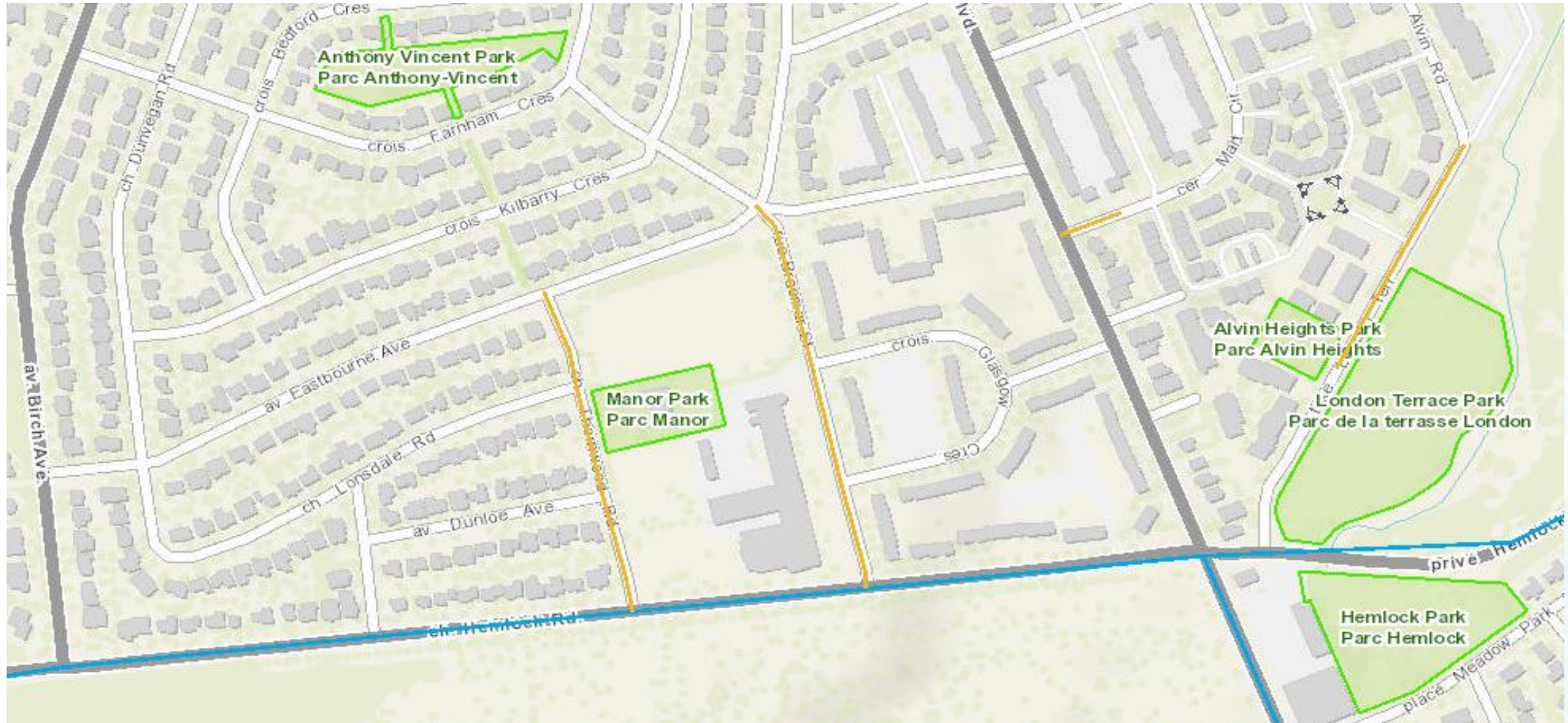
> existing combined sewer system (higher reconstruction priority)



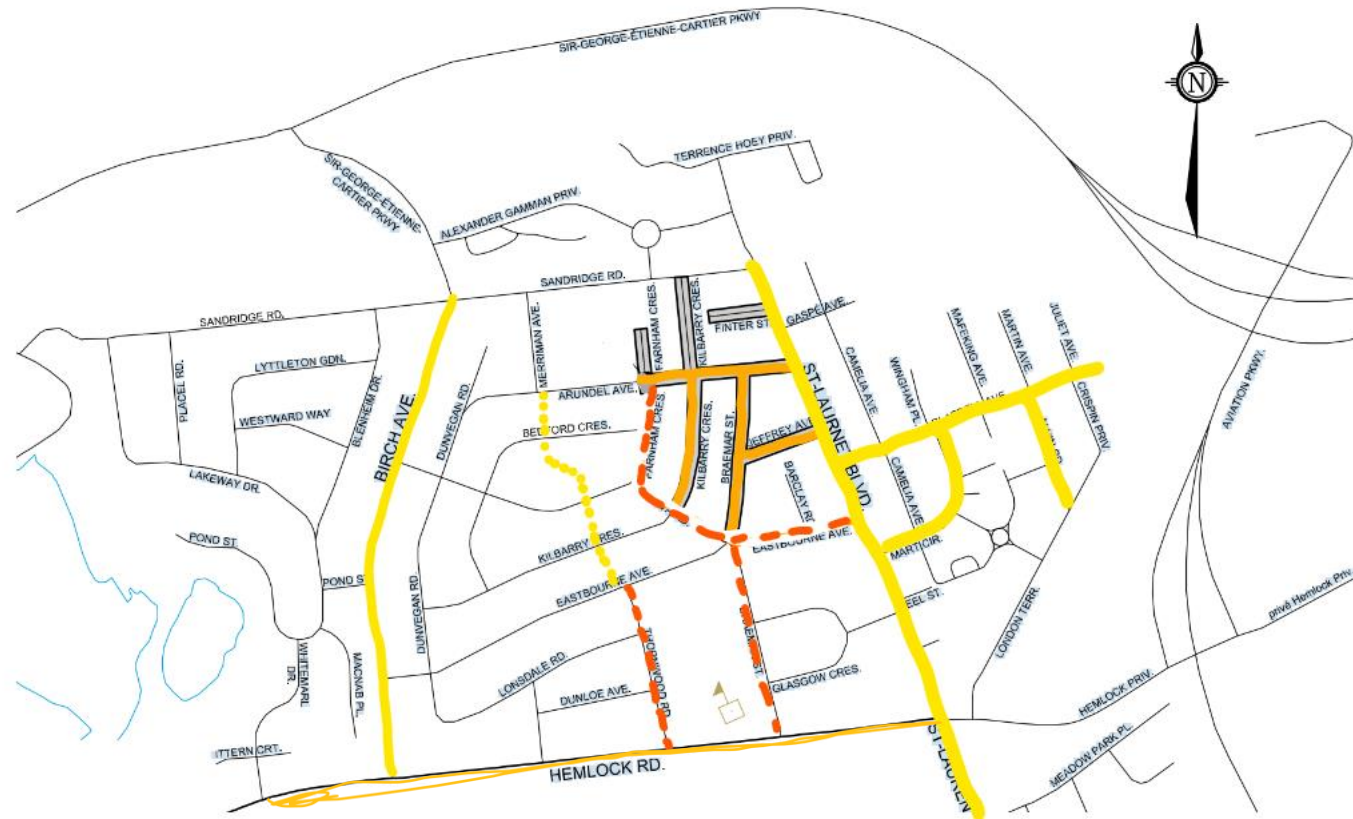
Overview of the Manor Park School and Community Centre



Proposed Pedestrian Connections - Manor Park School and Community Centre

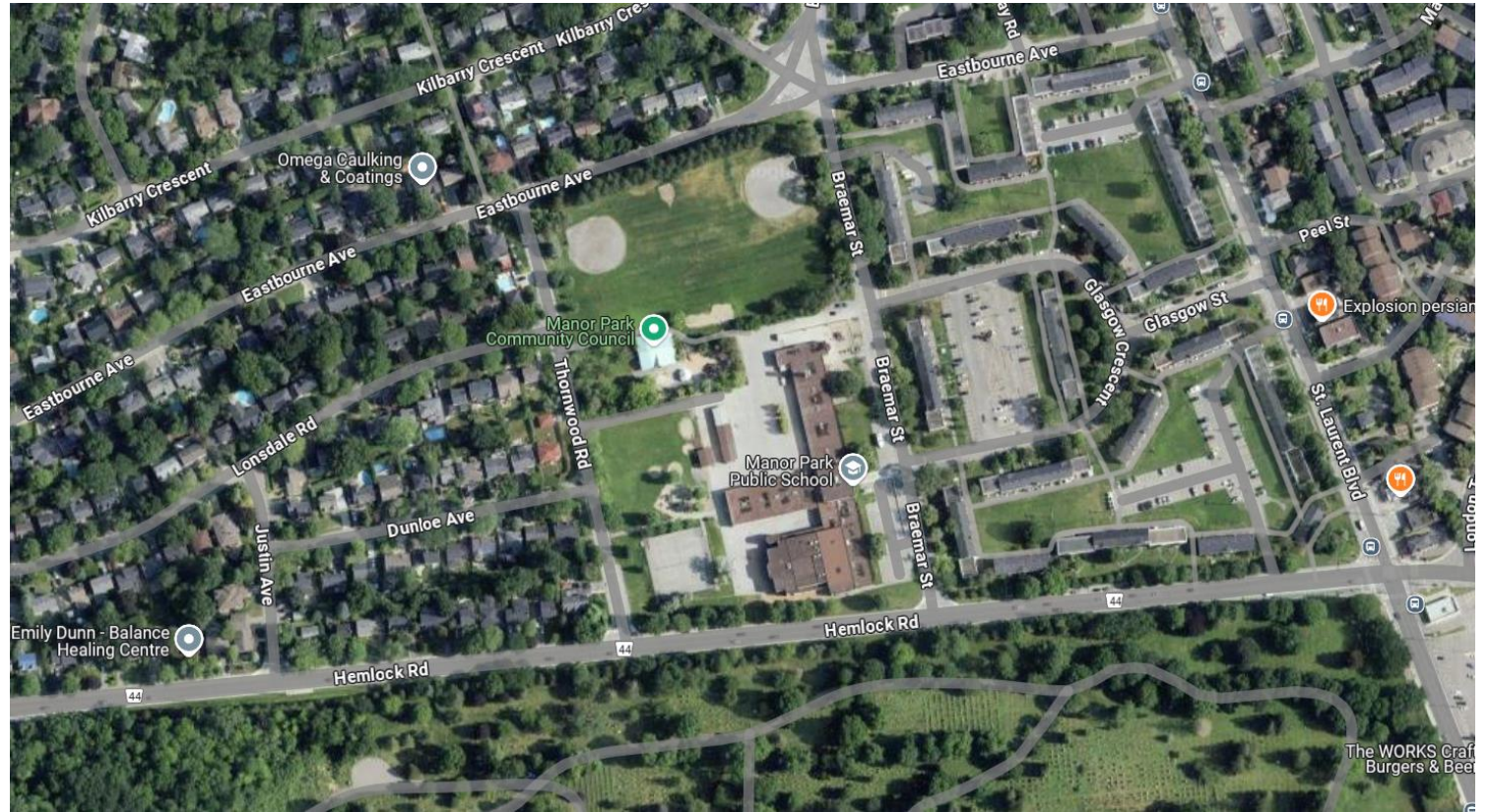


Proposed Pedestrian Connections - Future State with new connections and development driven sewers



Manor Park Community – Pedestrian Connectivity

Thornwood and Braemar have been identified in Transportation Master Plan - Phase I sidewalks, part of a list of projects for implementation.



Future Projects in the Manor Park Community

911575 Hemlock Rd			Class of Estimate: B) Design
Category: Renewal of City Assets	Ward: 13	Year of Completion: 2027	
The aging watermain and sewers on Hemlock Rd (Thorton to Birch) require replacement due to poor conditional and age. Full road reconstruction will include curb and sidewalk. Associated water and sewer services will be replaced to the property line. The funding request will initiate the design phase and provide for all project related costs which may include but not limited to property acquisition. The funding request is comprised of: Roads - \$255K, Water - \$386K, Sanitary Sewers - \$207K and Storm Sewers - \$152K.			

Benefits of Sidewalks

- **Accessibility:** Sidewalks provide safe and accessible pathways for pedestrians. The City of Ottawa has adopted accessibility design standards to ensure sidewalks are inclusive for everyone
- **Safety:** Sidewalks separate pedestrians from vehicular traffic, reducing the risk of accidents and enhancing safety for all road users
- **Encouraging Active Transportation:** By providing dedicated walking spaces, sidewalks promote walking as a mode of transportation, which can lead to healthier lifestyles and reduced traffic congestion
- **Community Connectivity:** Sidewalks connect neighborhoods, parks, schools, transit and commercial areas, fostering a sense of community and making it easier for people to access local amenities
- **Environmental Benefits:** Encouraging walking over driving can reduce carbon emissions and contribute to a cleaner environment
- **Economic Benefits:** Well-maintained sidewalks can enhance property values and attract businesses, contributing to the local economy

Appendix

Manor Park and Future Development



January 2022



Manor Park, North & South Secondary Plan

Important Information

- The Secondary Plan was completed to communicate with the community and establish a vision for the development of these lands.
- Master Servicing Study required when the first phase of development is ready to proceed.
- No pre-consultation yet for development proceeding.
- Presents challenges with timing and infrastructure timing

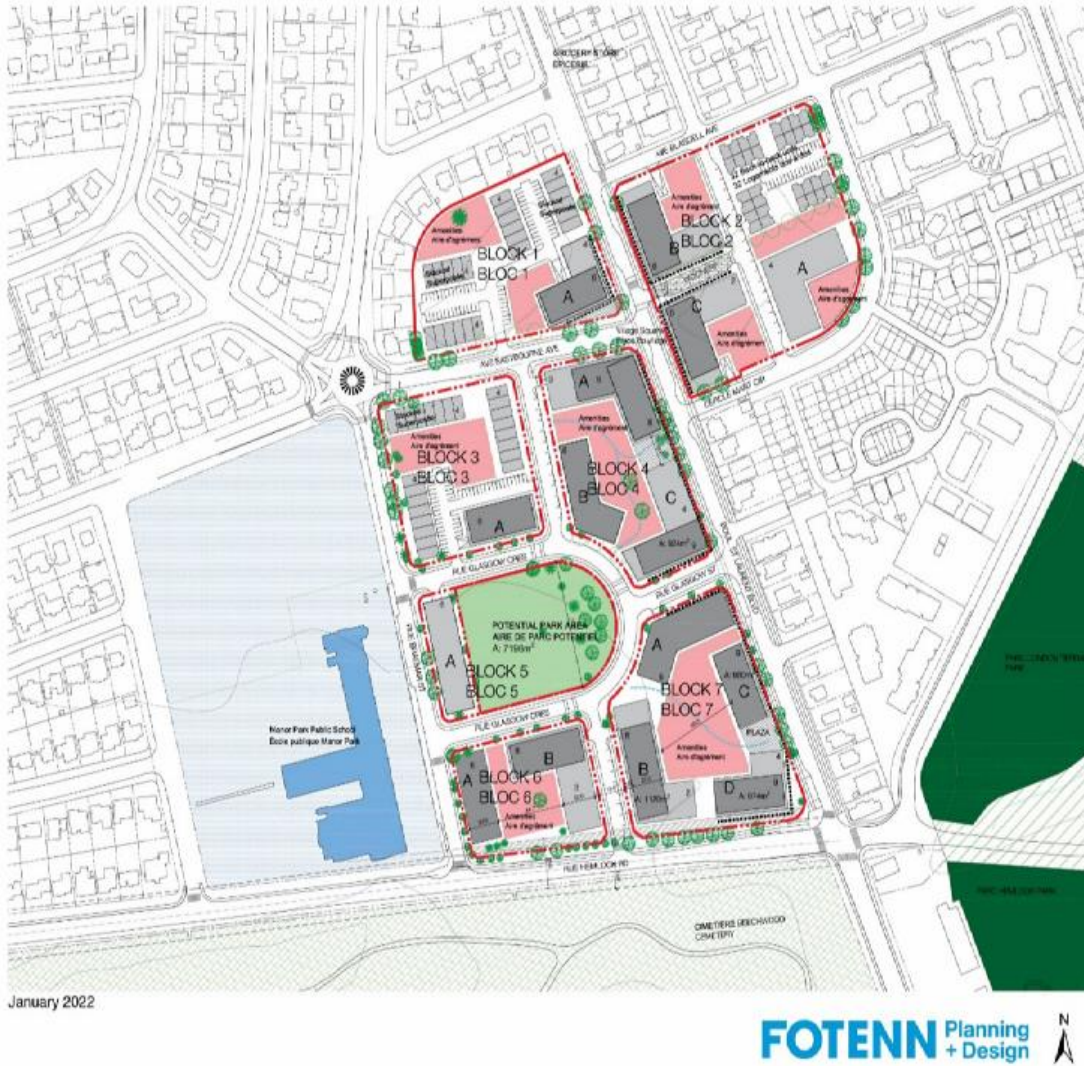


January 2022

Manor Park, North & South Secondary Plan

Guiding Principles for Redevelopment

- 1. 15-Minute Community:** Transform into an attractive, well-designed area with active street frontages, outdoor amenities, and two new parks (one in North, one in South).
- 2. Mixed Land Uses:** Accommodate residential, office, and retail spaces for a live, work, play environment.
- 3. Community Integration:** Connect with existing neighborhoods, greenspaces, and buildings with active edges.
- 4. Transitional Building Heights:** Frame the area with low-to mid-rise buildings in the North and low, mid, and high-rise buildings in the South, transitioning down to mitigate impacts on existing low-rise residential areas.
- 5. Efficient Transit Service:** Support transit with multi-directional active transportation connections



Official Plan and Pedestrian Connectivity



1. **Pedestrian Connectivity:** The plan aims to create a well-connected network of pedestrian pathways to ensure safe and convenient access to various destinations. [This includes linking residential areas with schools, parks, commercial areas, and public transit stops.](#)
2. **Sidewalks on Local Roads:** The plan mandates the inclusion of sidewalks on both sides of local roads to enhance pedestrian safety and accessibility. [This is particularly important in residential neighborhoods to encourage walking and reduce reliance on cars.](#)
3. **Accessibility:** The plan also focuses on making sidewalks accessible for all users, including those with mobility challenges. [This involves ensuring proper maintenance, adequate width, and the removal of obstacles.](#)

April 2023



Opportunities for Pedestrian Connections



Create no new deficiencies – Build new communities and develop sites with an adequate density and quality of pedestrian facilities to create walkable neighbourhoods from day one.



Maximize opportunities through construction – Build sidewalks when roads are being reconstructed or redeveloped, as this is cost-effective and less disruptive, and connect new sidewalks to existing sidewalks wherever possible.



Retrofit by priority – Undertake stand-alone projects to fill gaps in the walking network at priority locations that address safety concerns and best support increases in walking and transit mode shares

Policy 6.2 of the TMP-Improve and Expand the Pedestrian Network Sidewalks- Maximizing Opportunities



MAXIMIZE OPPORTUNITIES THROUGH CONSTRUCTION – BUILD SIDEWALKS WHEN ROADS ARE BEING RECONSTRUCTED OR REDEVELOPED, AS THIS IS COST-EFFECTIVE AND LESS DISRUPTIVE, AND CONNECT NEW SIDEWALKS TO EXISTING SIDEWALKS WHEREVER POSSIBLE.